



AMENDMENT TO THE CLAIMS

1. (CURRENTLY AMENDED) A method of positioning the crankshaft of an engine having a flywheel fitted to the engine crankshaft and having external teeth that are engaged by a driving cog of a starter motor, characterized in that the method comprises the steps of:

- providing a first hole in the flywheel,
- providing a second hole in a stationary part of the engine to line up accurately with the hole in the flywheel once during each crankshaft revolution,
- ~~manually cranking the engine~~ removing the starter motor,
- mounting on the engine using the same fixings as the starter motor a manual cranking device having a cog that meshes with the teeth on the flywheel and that is secured to a shaft rotatable by means of a cranking handle, rotating the flywheel by means of the cranking handle until the holes in the flywheel and the stationary part of the engine are aligned, and
- inserting a locking pin into the aligned holes to lock the crankshaft in a predetermined angular position wherein the hole in the engine that receives the locking pin is located in such a manner as to prevent replacement of the engine starter motor while the locking pin is in place in the aligned holes..

2. (CANCELLED) A method according to claim 1, when used in an engine of which the flywheel (18) has external teeth that are engaged by a driving cog of an

electrical starter motor, and characterized in that the step of manually cranking the engine comprises:

- removing the starter motor,
- mounting on the engine using the same fixings as the starter motor a manual cranking device having a cog that meshes with the teeth on the flywheel and that is secured to a shaft rotatable by means of a cranking handle, and
- rotating the flywheel by means of the cranking handle to position the flywheel.

3. (CANCELLED) A method according to claim 2, characterized in that the hole in the engine that receives the locking pin is located in such a manner as to prevent replacement of the engine starter motor while the locking pin is in place in the aligned holes.

4. (CURRENTLY AMENDED) A method according to claim 3, characterized in that the hole in the flywheel is formed so that it is not normal to the end surfaces of the flywheel.

5. (ORIGINAL) An internal combustion engine having

- a crankshaft,
- a toothed flywheel mounted on the crankshaft,
- a starter motor have a driving cog that meshes with the teeth of the flywheel,

- a housing enclosing the flywheel,
- a first hole formed in the flywheel, and
- a second hole formed in the housing to line up accurately with the hole in the flywheel once during each crankshaft revolution, and

characterized in that the hole in the housing is covered by the starter motor and is only accessible after removal of the starter motor.

6. (ORIGINAL) A manual cranking device for use with an engine as claimed in claim 5, and characterized in that the device comprises :

- a casing for mounting to the engine in place of the starter motor,
- a shaft journaled in the casing,
- a cog fast in rotation with one end of the shaft for meshing with the teeth of the engine flywheel, and
- a connector at the other end of the shaft for receiving a cranking handle to permit the flywheel to be cranked manually,
- the casing being shaped to avoid obstruction of the hole in the flywheel housing so as to permit a locking pin to be inserted into and removed from the aligned holes in the flywheel and the housing while the cranking device is fitted to the engine.